

THIRTY DOLLAR
PER ANNUM.

Intimations.

Shanghai, 17th October, 1934. Acting Agent. (1)

Announcements.

DAKIN, CRUICKSHANK & COMPANY, LIMITED.

HAVE JUST RECEIVED
A CONSIGNMENT OFILFORD DRY
PLATES,1/2, 3/4, 1 1/4, 1 3/4, 2, 2 1/4,
and are offering the same at popular prices.SENSITIZED ALBUMENIZED
PAPER,
4 pl. in disc.

CHEAP AND RELIABLE.

DAKIN, CRUICKSHANK & Co., Ltd.,
VICTORIA DISPENSARY,
HONGKONG.

Hongkong, 13th October, 1894.

THE
HONGKONG
DISPENSARY.

OUR LATEST NOVELTY.

A SAMPLE POCKET FLASK.

SUITABLE for TRAVELLERS or for
PICNIC, LAUNCH or SHOOTING
PARTIES has just been received and may be
obtained filled with any of our WINES or
SPIRITS at cost price.PASSENGERS by STEAMERS will find it
INVALUABLE on the voyage when refreshment
is needed or if they are suffering from SEA-
SICKNESS after the bar is closed.The FLASK is well made and finished, and
when empty will be worth keeping for domestic
use. It can be readily adapted for a feeding
bottle; would prove useful to carry milk or
other nourishment for Children; or Tea, Coffee,
Soup or other fluid nourishment in tiffin
baskets.THESE SAMPLE FLASKS
can be obtained filled at the following prices
each:—

PORT.

B-60 cents. C-65 cents. D-80 cents.

SHERRY.

B-45 cents. C-50 cents. D-60 cents.

BRANDY.

A-60 cents. B-65 cents. C-80 cents.

BRANDY.

D-140 cents. E-170 cents.

WHISKY.

B-45 cents. D-60 cents. E-65 cents.

IRISH WHISKY.

A-50 cents. C-70 cents.

BOURBON.

60 cents.

JAMAICA RUM.

60 cents.

A-GIN.

35 cents.

A. S. WATSON & CO., LTD.
Hongkong, 13th October, 1894.

The Hongkong Telegraph

HONGKONG, THURSDAY, OCTOBER 18, 1894.

WILL SUNDAY REST BE
ABOLISHED?

That a good deal of astonishment should have been expressed in shipping circles in reference to a notification published in the *Government Gazette* on the 13th instant setting forth that, "His Excellency's attention has been called to the fact that a misapprehension arose to exist that a permit under the *Sunday Cargo-working Ordinance* (No. 6 of 1893) is unnecessary for the shipping of bunker coal on Sunday; it is accordingly hereby notified that in future the provisions of the Ordinance will be strictly enforced." is not altogether surprising, for on the 30th October, 1891, Mr. A. G. Wise, Acting Police Magistrate, who dealt with a test case brought specially for the purpose of driving a thousand ton steamer (the China Navigation Company's steamer *Whangpo*), under the experienced pilotage of Mr. E. C. Mackintosh and J. J. Francis, Q.C., clean through the Ordinance, concurred with Mr. Francis in the opinion, expressed in Court, that the law set forth clearly that cargo only could not be worked on the Lord's Day, and as "cargo" was anything shipped from one port to another, on which freight was paid, could not possibly mean coal or anything shipped as ship's stores, simply for the use of a ship and not for transshipment; the Court had no alternative but to dismiss the case. On the other hand Mr. A. G. Stokes, Acting Crown Solicitor, contended that the intention of the Ordinance was unquestionably to restrict labour on board vessels in the harbour on Sundays. All labour was aimed at, and coaling involved just as much labour as taking in rice or tea or anything else. The ship's engineers had to be present and were debared from leaving by virtue of the provisions of the law. The word "cargo" in the Ordinance was used subject to certain exceptions—ice, live stock, mail, etc., but coal was not excepted. "Whangpo" held Mr. Stokes' defence "cargo" at whatever is con-

veyed in a ship. The Ordinance mentioned certain exceptions and it would have been most odd if it had been intended to exempt that article. And Mr. Stokes was perfectly right as far as he went, but he should, while quoting *Whangpo*, have stated that the great telegrapher distinctly lays it down that "the term cargo" is applied to goods only and not to live animals or persons," and he gives *Everett* and *Burill* as his authorities, and distinctly states that the word cargo is derived "from *cargus*, to load or charge." But this omission on the part of the Acting Crown Solicitor should not have weighed with Mr. Wise who, *mirabile dictu*, upheld Mr. Francis' peculiar interpretation of the law and dismissed the case, the result being that the law has been set at naught, in this respect, ever since. Now, it is beyond question that the law requires shipowners to obtain permits to load or discharge cargo on Sundays, and as every description of cargo shipped and discharged at Hongkong is not enumerated in the law, and as coal is not mentioned in the list of articles not included in the Ordinance as "cargo," and as it might be argued, according to Mr. Francis' logic, that everything not specially exempted cannot be regarded as cargo under the law, the only wonder is that the enterprising *Tai-fan* of the "Talker" has not long ago sought to render the law a dead letter—as completely defunct as the word "imprehension" now under notice of the dole. In the notification now under notice of the dole, the *Tai-fan* is used instead of misinterpretation. The Ordinance has been misinterpreted by a Magistrate who is far too good a lawyer to misapprehend his intention which was, *de facto*, to prevent all labour on board ships in the harbour on Sundays. That was the manifest object of the promoters of the Bill—Governor Des Voeux, the Church and State, the Press of the Colony, and the British Mercantile Marine Officers' Association—had before them, and we deny that the law passed in the Legislative Council on the 5th of May, 1891, does not, if properly interpreted, give full protection to the important section of the world's communities whom it was specially designed to benefit. The mere fact of a Police Magistrate and an Irish lawyer, through the apparent perversity of the one and the barefaced effrontery of the other, driving a cart and horse through the law by sheer force, as it were, cannot we submit, be held as evidence either that Mr. A. G. Wise is incompetent or that Mr. Francis, Q.C., is the greatest lawyer on earth. On the contrary, the whole history of the misapprehension referred to is but another link added to a long chain of evidence that shows, beyond doubt, there is practically no limit to the bounds of human credulity, and that the tendency of many of the "public men" in the Far East is to become mesmerized by their surroundings, which are heathenish.

Is the question which has been raised in respect to the alleged right to load bunker coal, the only one that at present exercises the mind of those who desire, and very rightly so, the total abolition of labour on board ships in the harbour of Hongkong and, in fact, throughout her Majesty's dominions? And are the shipowners satisfied with the concession—it was, after all is said and done, a concession pure and simple—of the privilege to load bunker coal on Sundays? Do they not intend to render the whole of the provisions of the *Sunday Cargo-working Ordinance* a dead letter notwithstanding their admission to the Government that "the object of the Ordinance is to prevent Sunday labour as much as possible"? Let us revert to the shipowners' correspondence addressed to the Secretary of State and the Governor of Hongkong for an answer to these questions. In a letter dated the 19th May, 1893, addressed to Mr. G. T. M. O'Brien, the late Colonial Secretary, the Secretary of the Chamber of Commerce wrote, "Messrs. Melchers & Co. draw the attention of the Chamber to the inconveniences attending the recovery of (Sunday) Permit fees, in cases where permits have been applied for and subsequent circumstances have rendered it unnecessary to make use of them. . . . My Committee concurs with Messrs. Melchers and Co. in stating that the present system causes unnecessary inconvenience, and as the Ordinance, provides that the Governor-in-Council may, from time to time, alter or amend the Regulations as to the manner in which the Ordinance is to be enforced, your Committee would esteem it a favour if His Excellency would take the matter into consideration with a view to facilitate the early return of such fees on unused permits. . . . My Committee desire me to add that as the object of the Ordinance is to prevent Sunday labour as much as possible, the granting of any facility such as that asked would tend to diminish the use of permits and consequently promote the main object of the Ordinance." On the 3rd of June of the same year the Government made the desired order, doubtless trusting that by "winking" at the loading of bunker coal and meeting the owners' half way in the manner indicated there would be no further attempts to infringe on the provisions of this most necessary and just law. Not so, however. In August of the same year an agitation was commenced to induce the Government to amend the law to enable all mail steamers—provided Hongkong is not their terminal port—to discharge and take in cargo without incurring the special fees imposed under the Ordinance, and on the 31st October of the same year His Excellency, although the *Sunday Cargo-working Ordinance* empowers the Executive to alter the law only in respect to "Regulations as to the enforcement of the Ordinance," and as to the fact in which applications for such permits may be made and by such Regulations to impose conditions on the grant of such permits and to fix the hours for working under them," made an Order-in-Council amending the law in the manner his self-interested petitioners desired. And it appears from the evidence before us that his Excellency was to a certain extent justified in this action for we read in a letter published in *extenso* in the *Hongkong Telegraph* on the 2nd instant dated 20th August, 1894, and addressed to the Acting Colonial Secretary by the Secretary of the Chamber of Commerce that, "the Chamber believe that the alteration was passed under instructions given by the Colonial Office, and was moved by the Postmaster General to direct the Hongkong Government to direct the Hongkong Government to make the change." Apart from the question of the expediency of or necessity for this radical change—which is open to considerable doubt—it was without the pale of sensible discussion to contend that the adoption of such a weak-kneed policy would not result, and that speedily, in further demand for important concessions, for, bearing in mind the determination of the Chamber of Commerce to the passage of the Bill through the Legislative Council, and the desperate, not to say insolent, attempts made to induce the Colonial Office to order the repeal of the Ordinance *in toto*, it would have been ridiculous to aver that the Chamber would not attempt to drive the wedge, so dexterously inserted in the law, home, inch by inch, until the law had been driven in, and now an attempt is being made to render the law completely inoperative, as it demonstrated in the Chamber's letter above mentioned, which the Governor recently forwarded to the Secretary of State for the Colonies. In that interesting and justly instructive document we find ample justification for our assertions in the following passages:—

"The Committee of the Chamber desire me to point out that the *Franklin* and *Oriental*

Steam Navigation Company, and the Foreign Lines of mail steamers—the *Messageries-Maritimes* and the *Norddeutscher Lloyd* Steamship Company—which benefit by the exemption of the Order-in-Council, though subsidised by their respective Governments to carry the mail, compete keenly for cargo and passengers with the non-subsidised, or cargo steamers, of which there are some seven regular lines using this port en route to and from Great Britain and Europe. These non-subsidised steamers are further disadvantaged as against the mail lines by being obliged to incur the fees imposed under the various enactments which prevent their working on Sundays or they are compelled to prolong their voyages by lying idle in port while their competitors work on Sundays, thus causing a natural preference to be shown by shippers and passengers for the speedier services.

The accelerated despatch gratuitously given to foreign-owned vessels which is not permitted to British unsubsidised tonnage, the Committee venture to think is an element that has not received due consideration from those who compiled the amendment of the Colonies' laws, and requires mention only to cause its immediate rectification.

"The Committee of the Chamber desire to suggest that the incidence of the Ordinance No. 6 upon Sunday labour should be uniform without reference to any vessel that comes under its provisions, and they put forward the request that His Excellency the Governor will give the matter his favourable consideration, taking such steps as may be necessary to cause the application of the Ordinance to be thoroughly impartial in its operation."

Here, then, we find the Chamber requesting the Government to virtually repeal the Ordinance, or to amend it so as to enable all steamers, whether mail or cargo boats, to continue with impunity their old-time practice of working cargo on board ship on Sundays, as if sufficient, ill-advised and wholly unnecessary concessions had not already been made to the self-interested clique who, without the least show of right on their side, fought the battle of Sunday rest to a finish with the local Marine Officers' Association four years ago, and were completely defeated at all points. We have neither the time nor the disposition to review that historical struggle at the present juncture. Its details should still be fresh in the memory of those who will be very injuriously affected by any further infringement of their undoubted rights, and it remains for them and their supporters at home and abroad to take such action in the premises as to them may seem proper. But the public press, the voice of the people, has very plain duty to perform when a hostile attempt is made by privileged and affluent minority to ride roughshod over such an important section of the British community as is represented by the officers, engineers and men of the British Merchant Service, and that is to emphatically protest against any interference with their rights—rights claimed under the humane laws of Christendom and under the Statutes of the Great Architect of the universe. This being a free port, local shipping firms are better off to let their "hands" rest on the Seventh Day than their competitors in hundreds of other ports where trade is heavily taxed and in every conceivable manner. The maintenance of the old-time system of slavery is therefore unjustifiable from every point of view, and we can only hope that the reply of the Colonial Office to the petition now on its way to London will be in such terms as will cause these responsible for its completion to look a little more to the good of the whole civilised world, and bitterly regret they showed a lack of that discretion which is so often the better part of valour.

TELEGRAMS.

THE STRAITS MILITARY CONTRIBUTION.

LONDON, 17th October.

Lord Rieon's despatch settling the question of the Straits Military Contribution, will shortly reach Singapore. Without this specific reduction, it provides for a re-adjustment of the tribute in a manner calculated to satisfy the colony.

RUSSIA IN THE EAST.

Six steamers of the Russian Volunteer Fleet are proceeding to Vladivostok, where they will be equipped as war cruisers.

MORE SHANGHAI "BUNDERS."

The Chinese "era" in London positively denies the report of Shanghai's speculations, and also of the rising in Hankow.

(From French Papers.)

REPORTED TROUBLE IN JAPAN.
PARIS, October 10th.

There has been a riot at Yoko, the summer residence of the Emperor.

JAPAN AND KOREA.

"Londres assure Europe empêche Japon conquérir Corée."

"This probably means that the British Government has notified the Powers that it will not permit Japan to occupy Korea; but it may also be intended to convey the meaning that assurances have been received in London to the effect that the Powers will prevent an occupation of the Hermit Kingdom by the Japanese."—*Ed. Hk. Telegraph.*

THE CZAR.

The Czar works part of the morning.

BRITAIN'S FAR EASTERN POLICY.

October 11th.

Sir Edward Grey, Under Secretary to the Foreign Office, in a speech at London, advocated an arrangement among the Powers with regard to interference in the war between China and Japan.

THE WAR IN THE NORTH.

The advance guard of the Japanese army has been repulsed and compelled to retreat the Yalu river.

The Japanese Fleet commands the Gulf of Pechili.

MADAGASCAR.

October 12th.

M. de Myre de Vilers, special envoy for France to the Hovas, has arrived at Tananarive.

CHINA AND JAPAN.

The attitude of the great Powers on the China-Japan question is still uncertain.

A battle is imminent in the vicinity of the Yalu.

LATE TELEGRAMS.

St. Petersburg, September 29th.

Approach of the forthcoming marriage of the Czar's daughter to Prince Ali of Hesse, rumours are current that a black ink has been affecting the betrothal. It is stated that the engagement has not given satisfaction to the Court of St. Petersburg, and that the marriage will not take place.

has a second time postponed his intended visit to his family at Darmstadt, on this occasion saying that he must accompany the Czar to the Crimea.

September 29th.

It is officially announced that the Czar is suffering from kidney disease. The physicians who have been consulted are of opinion that it is necessary he should proceed to a warm climate for his health, and it is announced that he is going to Livadia. Immediately on the official statement regarding the Czar's serious illness becoming known, the European bourses were depressed.

October 1st.

The Czar, accompanied by the Imperial family, has started for the Crimea. There is no immediate danger apprehended in the present condition of the Czar, as the disease of the kidneys from which he is suffering is not of an acute character. The illness has been brought about by his having suffered constant lassitude and fatigue, resulting from over-application to matters of State and the grief he is experiencing owing to the increasing illness of his son, the Grand Duke George.

October and.

The Czar and the Imperial family will probably pass the winter in the Island of Corfu in the Mediterranean, and not at Livadia.

The Grand Duke George is going for his health to Cairo.

It is reported that the Czar's will will act as Regent during the Czar's absence.

LONDON, September 30th.

News received from the Right of Benin states that the British have captured the Chief Nana's stronghold with a large quantity of ammunition and several pieces of serviceable cannon. Nana succeeded in making his escape.

The British Customs, in inland revenue, post office, packet service, and telegraph revenue returns for the past half-year show a total increase of £1,000,000. The revenue from all sources has greatly improved when compared with that of the previous half-year.

The Duke of Cambridge was engaged for several hours at the War Office last night. Telegrams were passing in rapid succession from the War Office to stations in the Far East. It is believed that the messages which have been exchanged, have reference to precautions which are considered necessary, in order to protect British subjects at the Treaty Ports and British Settlements from violence, owing to the disturbed state of affairs in China, and particularly to increase the vigilance at Hongkong.

BERLIN, September 30th.

There has been a great sensation here, but the authorities are very reticent in affording particulars, as to the extent of a well-organized scheme to contaminate the officers and men of the German army with the doctrines of Socialism. All sorts of ingenious stratagems have been adopted for the purpose of throwing the authorities off the scent. Obnoxious articles, pamphlets, and journals have been circulated so clandestinely as to baffled detection. Last night one hundred and eighty non-commissioned officers of the Imperial garrison were arrested and conveyed under a strong military escort to the fortified City of Magdeburg, in Saxony. They are charged with being connected with Socialist intrigues against the German Empire.

ISMAILIA, October 1st.

M. Lemaire, a French engineer in the service of the Suez Canal Company, has been shot dead. It is supposed that the outrage was committed by one of the dredger men on strike.

LONDON, October 1st.

It is believed that the Bureau de Conseil will adopt a more conciliatory policy in representing French interests at the Court of St. James', to which he was lately accredited.

PARIS, October 1st.

The French press has started a discussion on the contingency of war between France and England on any of the several African questions which remain unsettled. The success of French diplomacy in concluding the Franco-Congo treaty, which abrogated the Anglo-Congolese convention in May last, to advance French influence in Northern Africa and the south-east coast of that continent, has been decanted upon in the articles, the moderate newspapers, however, deprecate the idea of inaugurating a polemic of so irritating a nature to Great Britain.

LONDON, October 2nd.

There are two principal African questions between the Governments of Britain and France which are receiving serious consideration at the British Foreign Office at the present moment, as the claims put forth by France are not commensurate with British interests. The French claim the title of the Imperial, the line fixed by the Anglo-French agreement of 1892. The claim, arising from the political propaganda carried out by M. Milon in 1893, and his subsequent action in the regions under the British sphere of influence adjoining the territories belonging to the Royal Niger Company on the west coast of Africa, is considered untenable by England. These two questions are the chief causes of the present tension, and are the subjects of the Anglo-French controversy.

Yesterday afternoon the Livermen of 70 Golds of the City of London assembled at the Guildhall for the purpose of electing the Lord Mayor for the ensuing Civic year. The proceedings were lively owing to the opposition shown by some of the civic dignitaries and livermen during the election of Sir Joseph Renals, the elected Lord Mayor. A poll had been demanded, and Sir Joseph's election was maintained against Sir Joseph for his connection with several companies which collapsed, bringing ruin to many homes.

CONSTANTINOPLE, October 3rd.

Cholera has broken out here, and there have been several deaths.

LOCAL AND GENERAL.

THE P. & O. S. N. Co's steamer *Shanghai* left London for this port on the 14th inst.

We are requested to state that Jurors summoned for the Criminal Sessions opened at the Supreme Court to-day will not be required to attend further.

The harbour defence ship *Wharr* left for Tiam Bay this afternoon for gunnery trials, under the superintendence of the gunnery Lieutenant of the *Undaunted*.

A REGULAR meeting of the Victoria Precinctory will be held in Freemasons' Hall, Zealand Street, this evening, at 8.30 for 9 o'clock precisely. Visiting knights are cordially invited to attend.

OUR Halphong contemporary reports that Vien-a-bat, brother of the notorious pirate chief Quang-bat, was decapitated at Quang-bat on the 4th, in the presence of a large number of natives. He faced the inevitable with great courage.

THE O. & O. S. S. Co's steamer *Gallea*, with mails, &c., left San Francisco for this port, via Yokohama and Nagasaki, on the 16th inst.

THE question asked by the Editor of the *Hypo News* in his issue of the 6th inst. is easily answered—the gentleman referred to has been in Shanghai for some considerable time past.

A REGULAR meeting of Victoria Lodge No. 1026, will be held in Freemasons' Hall, Zealand Street, on Monday, the 22nd instant, at 8.30 for 9 p.m. precisely. Visiting brethren are cordially invited.

MR. Frank Lupley, who passed away a victim of the bubonic plague at the Civil Hospital yesterday, was buried in the Protestant Cemetery, Happy Valley, in the evening, a large number of his friends and relatives following him to his last resting place.

The British ship *Sterna Madrona*, which left Liverpool on January 25th last for Rangoon and was 'spoke' on February 10th, but not since, has been reported at Lloyd's as missing. She was commanded by Captain William J. Green and carried a crew of 24, all told, including four apprentices.

THE whole of the members of the "Chips Fraternity" have been on strike for higher wages during the past twenty-four hours. Last night they held a mass meeting at Kennedy's, and passed a resolution condemning the avarice of the master carpenters and finished up by swearing by all the big and little gods in the Man Mo temple that they will hold out until they get a 10 per cent rise all round.

THE oldest lighthouses or towers known were built by the Libyans in Lower Egypt. They were temples also, and the light-keepers priests taught pilotage, hydrography and navigation. The famous tower on the Isle of Pharos, at Alexandria, built about 285 B.C., is the first lighthouse of undoubted record. This tower, constructed by Sostratus, the architect, was square in plan, of great height and built in offsets. An open brazier at the top of the tower contained the fuel for the light. At Dover and Boulogne, on either side of the English Channel, were ancient lighthouses built by the Romans, but the lighthouse at Corunna, Spain, built in the reign of Trajan and reconstructed in 1624, is believed to be the oldest existing lighthouse.

PRIOR to the arrival of Reuters' telegram to-day, remarking the Singapore *Free Press* of the 16th inst., we were aware of the fact, that private information had reached a friend here, to the effect that four new cruisers were coming out to join the British squadron in China. In another private quarter we heard that H.M.S. *Gibraltar* was to come out. To day it is announced that three ships are coming out; two of which, the *Radobast* and *Pique*, are of the heavy river gun-boat class of which the *Radobast* and *Pique* are the only examples. The *Zeus* on the other hand is quite a new ship, a second-class cruiser, and here her quality will be best understood by comparing her with the *Lander*, recently stationed at Singapore. Though of the same length, the *Zeus*, built on finer lines, has a less displacement, but in speed, horse-power and armament the latter is much the better ship. Her whole armament is quick-firing, having 6-inch, 5.4-inch, 3.6-inch and 2-inch guns, and a 4-inch torpedo machine gun and four torpedo launching arrangements. The speed of the *Zeus* is 19.75 knots against the 16.6 knots of the *Lander*. The *Gibraltar* is a first-class cruiser and much bigger than the *Zeus*, with heavier armament, including 22-ton guns, 10.6-inch, 12 6-inch, 5 4-inch, and 7 machine guns.

ANOTHER anarchist leaflet, the third of a series, reached this office a day or two ago, says the *British Courier* in a recent issue. Its two predecessors, remarks our contemporary, were circulated largely in Western Queensland, and probably the same service will be successfully performed for this one. The second bore the imprint, a forgery of course, of the *Western Champion*; the third bears the imprint, a forgery again, of the *Western Daily Journal* in Sydney. It is a pity that the authors and printers of these infamous sheets have not been discovered. This third leaflet, like those which preceded it, is the work of a savage. The leaflet is declared to be an "almighty swindle," and Parliament is described as "committees of corrupt robbers and polished thieves, oratorical prostitutes, and abject hirelings." The only remedy for wrong is butchery. "The tree of Liberty," says this assassin of papers, "bears fruit only when manured with the bones of fat usurers, insolent despots, perfidious politicians, and blackleg generals." So the incitement to crime is put in the strongest terms at the writer's command. "If squatters oppress you, plank racks-a-rock for their buggies, also fire low and lay them out. If Shylocks of the bloody city fleece you, make their homes desolate, pluck them, betray your hopes, and sell you for women's gold, split open their hearts. . . . Study the science of death. Use bullets, steel, melinite, kerosene, phosphorus, fire-sticks, torpedoes, lithofracture, poison, blasting powder, bomb-shells—any weapon you can get hold of. There is no honour in warfare. . . . Also you must steal like Spartans, think like heroes, lie like hell. . . . You must blast to blows the money-bags of the rich. These are the samples of the high-class literature which is now being circulated in Queensland.

A PARLIAMENTARY paper, recently issued on the motion of Lord George Hamilton, shows the number of sea-going workshops in commission, in reserve, and building, the naval expenditure, the tonnage of the mercantile marine and value of sea-borne commerce of various countries in 1893. It shows that last year Great Britain had in commission twenty-four battle-ships, while France had eighteen, Russia five, Germany eight, and Italy nine. Of cruisers, armed and equipped, Britain had sixty-seven, as against thirty-seven belonging to France, six to Russia, five to Germany, five to Italy, ten to Spain, thirteen to the United States, twelve to China, and seventeen to Japan. Of other ships not being torpedo-boats, England is entitled as possessing eight-one, France having twenty-two, Russia nine, Germany six, Italy seven, Spain five, the United States eleven, all human agents. These are the samples of the high-class literature which is now being circulated in Queensland.

THE new arrangement for the transport of British troops came into operation for the first time on the 13th ult., when the *Peninsular* and *Oriental* steamship *Victoria* left Southampton with a large number of troops for Bombay. Since the Government determined to employ merchant vessels for the purpose, the *Victoria* has been internally refitted to the entire satisfaction of the authorities at the Admiralty and the War Office. It is understood that the contract with the Government for the new service provides that the *minimum* speed of the vessels employed shall be 13 knots, and that the respective companies undertaking not to employ *Lusitans* in the transport service.

SAYS the *S. F. Commercial News* of September 13th:—The *box Velocity*, which arrived at Honolulu on August 18th from Hongkong, concluded her twelfth trip between the two ports. Captain Martin, who is the sole owner and commands her, has been master of the *Velocity* for that number of years. The *Velocity* is chartered by a wealthy company composed of thirteen rich firms in China. These firms consolidate into a sort of company for the purpose of exporting goods to the agents in Honolulu. They pay the sum of \$6,000 for the round trip to Honolulu and return. All moneys collected by Captain Martin for steamer passengers returning to China are handed over to the company, the only exception being in cable passengers. Captain Martin is evidently well contented with his lot, and reported to be worth \$300,000. He is married to a Chinese woman, resident in China, and can talk that language fluently. With the exception of the first mate his crew is composed of Chinese.

THE Nippon Yusen Kaisha are reported to be experiencing considerable difficulty in finding sufficient men for the numerous steamers lately purchased.

Twelve months' labour was awarded to Cheong Yung at the Magistrate's office this morning for refusing to pay a fine of \$100 after having been duly admonished by a magistrate's resident.

A REGULAR Convocation of Victoria Chapter, No. 525 will be held in the Freemasons' Hall, Zealand Street, on Thursday, the 25th instant, at 8.30 for 9 p.m. precisely. Visiting brethren are cordially invited.

An unemployed Celestial, in Ying Kun, who snatched a purse from a Chinese runner recently arrived from Singapore, was awarded six months' imprisonment by Mr. Wodehouse at the Magistrate's office this morning.

FOR illegally injecting morphine into the person of Li Lok in a divan at First Street, Wong Hing was fined \$25 at the Police Court this morning, with the alternative of six weeks' imprisonment. The abettor, not being forthcoming, the Celestial practitioner went up.

CAPTAIN C. I. YEO, of the British ship *Bancora*, charged W. Pearce, unemployed seaman, before Mr. Wodehouse at the Police Court this morning with obtaining a surreptitious key to the Cardiff Hongkong. Defendant was fined \$5, in default 14 days. Of course, he went 'aloft.'

Great Lawyer (in cross-examination)—What! You consider the prisoner an honest man, do you?

Witness—An honest man never lived.

Great Lawyer (superciliously)—Will you kindly state on what you base that remarkable opinion?

Witness (bolly)—On the fact that he once tried to be a lawyer and completely failed!

At the Police Court this morning, before Mr. Wodehouse, S. A. Ramjani was charged with obtaining the withdrawal of a distress warrant by making a written statement in a promissory note, well knowing the same to be false in certain material particulars and not in accordance with the terms signed upon, with intent to defraud the complainant, Gao Singh and Fook Sing. Mr. Wilkinsoe, prosecutor, Mr. G. J. Phillips appearing for the accused. The case was further remanded till Thursday next, bail being allowed in one surety of \$250.

AN anecdote about Lord Rosbery, which has an ancient and fish-like odour, has lately been going the round of some French and German papers. It is alleged that once, while crossing from Liverpool to Dublin, or vice versa, he lost his favourite dog "Mutton" overboard. "Stop, captain, stop the steamer!" cried his lordship, the captain replied that that was the only way to stop if a man fell overboard. "Oh, that can soon be arranged," replied "Dalmyne," and at once took a header over the side. Of course the captain had to order "Stop," and the future Premier and his dog were picked up safe and sound.

THE new arrangement for the transport of British troops came into operation for the first time on the 13th ult., when the *Pen*

